

FULL 32

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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REPORT NO.

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COUNTRY Rumania

DATE DISTR. 28 June 1954

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THIS IS UNEVALUATED INFORMATION

I. IDENTIFICATION DATA:

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Reference Enclosure No. 1, this report

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Ploesti, pinpointing Bucharest/Otopeni Airfield:

1. Bucharest/Otopeni Airfield  $\angle$  N 44-34, E 26-057.
2. Main Highway, Bucharest to Ploesti; see also Point 6, Encl. 2, this report.
3. Double Track railroad line, Bucharest-Urziceni-Braila-Galati; see Point 16, Encl. 2.

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4. Balotest1 railroad stop [approximate; N 44-38, 26-37].
5. New single track branch railroad line; see also Point 23, Encl. 2.
6. Rumanian Field Artillery Regimental Caserne, an old pre- World War II Rumanian installation; as of October 1953 still housing Rumanian Army artillery troops. [redacted] Soviet soldiers (but fewer than Rumanians) were also inside this area. [redacted] several field pieces on the parade ground, believed that they were World War II type Skoda guns, caliber unknown. [redacted] not determine the actual strength of the regiment. The Rumanian soldiers wore OD uniforms with black shoulder boards.

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II. SITE LAYOUT: Reference Enclosure No. 2, this report, [redacted] Sketch of Bucharest/Otopeni Airfield.

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1. OTOPENI de SUS VILLAGE, located 12-15 km. north of Bucharest and situated east of the Bucharest-Ploesti highway.
2. RADIO STATION: brick home, formerly a villa, measuring 10x10x6 m. This house was located 10 m. east of the highway, Point 6; had no fence and was not guarded. [redacted] Soviet personnel in it and [redacted] radio equipment through windows. The house was located opposite the 15 km. milestone on the highway. [redacted] a metal pole antenna 20 m. high next to the north side of this house. [redacted] this radio station was connected with Bucharest/Otopeni Airfield.
3. FIELD, and small orchard, separated the old German hangars, Point 44, from the highway, Point 6.
4. PRIVATE FARM PLOTS, now occupied by Soviet Air Force officers and their families, extended along the west side of the highway, Point 6, from the 15 km. milestone to the 17 km. milestone. The six plots and villas formerly belonged to wealthy Rumanians but were now requisitioned for the SAF.
5. MOBILE SEARCHLIGHT, mounted on an old model 1- $\frac{1}{2}$  ton, four-cylinder Ford truck, was stationed at this point almost every night between November 1952 and July 1953. It appeared exactly like Figure 3, Tab 8, Section II of the A. I. G. The searchlight scanned the skies at night and was always parked in the southwest corner of the plot. During daytime it was removed and parked at Point 18.
6. ASPHALT HIGHWAY, the National highway connecting Bucharest and Ploesti, six to eight meters wide, in good condition, drainage ditches; wooden telephone poles five to six meters high bordered this highway [redacted]
7. RUNWAY APPROACH LIGHTS (single row): [redacted] these red approach lights, west of the highway, were mounted on three poles approximately 150 m. apart. Each pole was equipped with two red lights mounted vertically. Vertical distance between lights unknown. Height of the three poles (reading west to east) was estimated to be ten meters, five meters, and two meters. This row of approach lights was lined up with the center line of the runway. [redacted] red lights were also located on the center line of the runway, extending at least to a point opposite the easternmost hangar. These lights were observed at night only and [redacted] the impression that the landing gear of aircraft, when landing, straddled these lights. [redacted] these lights must be flush with the runway surface.

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8. MILESTONE, marked the 16th kilometer from the center of Bucharest.
9. ASPHALT ROAD, leading from main highway into the Bucharest/Otopeni airfield, was four to five meters wide and not bordered by trees.
10. MAIN ENTRANCE to Bucharest/Otopeni Airfield, a simple wooden barrier, usually lowered across the asphalt road, Point 9, was guarded by one SAF soldier armed with a submachine gun. A small wooden guard post was located on the north side of the barrier.
11. CULVERT - under highway, Point 6, approximately 20 m. wide, spanned the marshland and depression five meters deep which extended both to the east and west of the highway.
12. MILESTONE, indicated the 17th kilometer from center of Bucharest.
13. PUBLIC TELEPHONE OFFICE, wooden shack, five by five by four meters, was a one-trunk line serviced by a girl operator.
14. CENTRAL COMMITTEE REST CENTER, located on a property 500 x 150 m., surrounded by a brick wall 2- $\frac{1}{2}$  meters high; gate, located at northeast corner of the property, was always kept locked and guarded by a Rumanian militiaman. [redacted] 50X1  
luxurious cars drive into this property and presumed that they carried high Rumanian Communist officials. [redacted] 50X1  
it was accepted fact by those living in this neighborhood that this property was used by the Rumanian Central Committee as a rest center.
15. FOUNTAIN and shelter for carts, located in the vacant lot south of the railroad line, Point 16.
16. DOUBLE TRACK RAILROAD LINE, standard gauge, main line connecting Bucharest-Urziceni  $\overline{N}$  44-43, E 26-41/- Braila  $\overline{N}$  45-16, E 27-59/. Medium amount of traffic, two passenger trains per day; freight trains passed in either direction every three or four hours, day and night. This railroad line was carried over the highway, Point 6, on concrete overpass.
17. MILESTONE, marked the 18th kilometer from the center of Bucharest.
18. SOVIET BARRACK, approximately 20x10x4-5 m.; wooden, formerly used by German troops. [redacted] about 200 Soviet soldiers were quartered here. They wore OD uniforms and had shoulder boards with black backgrounds. Behind the barrack three or four old Studebaker and Ford trucks were parked, set on blocks. These 1- $\frac{1}{2}$  ton type trucks were covered with canvas. Two old 1- $\frac{1}{2}$  ton Ford trucks were in operation and had one search light mounted on each. One of these trucks was always stationed during the night at Point 5. The barrack and the parking area was surrounded by a three-strand barbed wire fence, 1- $\frac{1}{2}$  meters high. [redacted] no guards posted in this area. 50X1
19. FOREST, mostly oak trees; [redacted] the forest was called Padurea Corabeanca. The forest extended along the east side of the highway, Point 6, and along the northern edge of the railroad line, Point 16. 50X1

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20. [REDACTED] FARM, covered an area of 50x50 m. consisted of a house and garden. It was located in an area of so-called private farms which had been used as summer residences. Most of the properties in this area, which extended on the east side of the highway from the 17 kilometer to the 18 kilometer milestone, had been requisitioned by the SAF and occupied by SAF officers and their families. [REDACTED] 50X1  
[REDACTED] 50X1  
[REDACTED] 50X1
21. COBBLESTONE ROAD, four to five meters wide, connected the Balotesti railroad stop with the main highway, Point 6.
22. COMMUNAL FARMING PLOT, 350-400 hectares, was tilled by the peasants of Otopeni Village, who worked in collective groups. The undulating ground was planted with grains which appeared yellow during summer.
23. BRANCH RAILROAD LINE, single track, standard gauge, led southward from the main double-track line, Point 16, into the easternmost part of Bucharest/Otopeni Airfield. [REDACTED] 50X1  
[REDACTED] in November 1952 [REDACTED] 50X1  
[REDACTED] construction work on the branch line approximately 50 m. south of the intersection of the line and road, Point 28. The portion north of this intersection appeared completed. [REDACTED] 50X1  
[REDACTED] the line led into the forest, Point 25, where more Soviet hangars were located. Except for the four ammunition bunkers, Point 24, [REDACTED] no other buildings in the forest. [REDACTED] 50X1  
[REDACTED] 50X1
24. FOUR UNDERGROUND STORAGE BUNKERS (Reference Encl. 3, this report), located in the forest, Point 25. Entrances were facing and approximately two meters away from the branch line, Point 23. The four bunkers were situated, as indicated on the memory sketch, at the four corners made by the intersection of the branch line, Point 23, and the road, Point 28. The barrel-shaped bunkers appeared to be made of concrete, had massive steel doors one by one meter, and were 10 m. wide, 1-2m. high. Only the entrance of the bunker appeared above the ground. [REDACTED] the remainder of the bunker was completely dug underground. The visible portion of the bunker was covered with a layer of earth. [REDACTED] no guards in the vicinity of the bunkers. [REDACTED] 50X1  
[REDACTED] the bunkers were used for ammunition storage. No further information.
25. FOREST, mostly willow trees, 10-15 m. high, extended north to south from the main railroad track, Point 16, to the airfield runway, Point 37. The branch railroad line, Point 23, and the four ammunition bunkers, Point 24, were inside this forest.
26. VINEYARD, approximately 500 x 500 m., formerly Rumanian property and now cultivated by the Soviets on Bucharest/Otopeni Airfield.
27. INNUNDATED MARSHLAND, extending west to east as indicated on sketch, formed a depression some five meters lower than the surrounding terrain and separated the northern part of Bucharest/Otopeni Airfield from the farm properties to the north. In the Spring the pond in this depression was approximately two meters deep.

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28. COBBLESTONE ROAD, four to five meters wide, extended from the highway, Point 6, eastward toward the Obor district of Bucharest.

29. LARGE RESIDENTIAL FARM, formerly the property of the steel magnate MALAXA, now requisitioned by the Soviets and used to quarter SAF officers.

30. WOODEN ROAD BARRIER, guarded by a Soviet air force soldier, blocked the entrance to the cobblestone road, Point 28. [redacted] the barrier was used to limit access to the area occupied by Soviet officers and to stop traffic in the direction of the ammunition bunkers, Point 24.

31. SOVIET MOVIE THEATER, 25x10x8-10 m., red slate gable roof (this type of roofing was typical of all buildings on the airfield). [redacted] the 20-25 Rumanian cleaning women employed at the airfield had access to the theater.

32. POSSIBLE BASE HQS BUILDING, 25x10x8-10 m., two stories, white stucco walls, red slate gable roof. [redacted] many SAF officers entered and left this building.

33. BILLETTS: [redacted] from the highway a row of four newly constructed buildings, each approximately 25x8x6 m., which [redacted] were used to billet the airmen. Same construction and type of roofing as building, Point 32 and 31. At date of last observation, [redacted] two were fully completed, two were being plastered.

34. FOUR NEW BILLETTS, exactly alike in appearance to the billets, Point 33, seemed completely finished [redacted]

35. ASPHALT ROAD, four to five meters wide, circled the building, Point 36.

36. LARGE BUILDING, five to six stories high, measuring 100x25x30 m., white stucco wall and red slate gable roof. This building is the most prominent landmark in the vicinity of the airfield and for a radius of 10 km. The building had a great number of windows. Lights were usually on in the entire building until midnight. Source had hearsay information that this building had been originally planned to be a school for Rumanian pilots. All the Rumanians in the vicinity of the airfield referred to this building as "Scoala", (the school in Rumanian). [redacted] at no time observed Rumanian Air Force or military personnel at or in the vicinity of this base.

37. CONCRETE RUNWAY, approximately 3-1/2 km. long, 60-80 m. wide, oriented east to west. Western end of the runway was 100-125 m. away from the highway, Point 6. [redacted]

[redacted] a white center line on the runway, one meter wide. No further information.

38. CONCRETE APRON, approximately 40 m. wide north to south, and 600 m. long east to west. The apron was located on the southern side of the hangars, Point 39. Usually 30-40 aircraft of both the MIG-15 type and YAK-16 conventional engine transport type were parked on the apron. (NOTE: [redacted] these aircraft from Jane's All The World's Aircraft - 1951-1952 and Tab 5, Sect. III, Fig. 54, of the A. I. G.) Short taxiways running between the hangars connected the apron to the runway.

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50X1 39. HANGARS, a group of three large hangars border the south edge of the runway, Point 37. They measured approximately 100x40x10-15 m., had a shell-type roof, believed to be metal-covered and painted gray. From the highway the walls appeared dark brown and [redacted] not determine whether they were wood or stucco. The doors located on the south side of the hangars were always observed opened. The hangars were about 80 m. apart and located very close to the south edge of the runway. They appeared to be some 10 m. away from the runway [redacted]

50X1

50X1 40. POSSIBLE SOVIET MESS HALL, formerly the property of Gogu ZANFIRESCU, (during World War II owner of the SET Aircraft Plant, Bucharest), a two-story house, of stuccoed brick, in Spanish style, 40x15x10-12 m. [redacted]

50X1

[redacted] Soviet air force personnel; he also observed cooks and attendants dressed in white.

41. FENCE, three-strand barbed-wire type, 1- $\frac{1}{2}$  meters high, which surrounded the entire visible part of the airfield. On the northern side it ran along the south side of the cobblestone road, Point 28. On the west side it ran along the east edge of the highway as far as the radio station, Point 2; then turned eastward enclosing the three old German hangars. Point 44. [redacted]

50X1

[redacted] at irregular intervals, Soviet patrols along the highway, Point 6.

42. FARM PLOT WITH HOUSE, also occupied by SAF personnel. No further information.

50X1 43. PARKED AIRCRAFT. [redacted] six MIG-15s parked in this corner, as indicated on the sketch. He did not observe maintenance activity around these aircraft.

44. THREE OLD HANGARS, approximately 50x20x10 m., with roofs believed to be shell type; the walls were brown and appeared to be wood. These three hangars had been built by the German Luftwaffe during World War II and were part of a sod surface airfield. [redacted]

50X1

50X1 45. POSSIBLE APRON. [redacted] the Germans had built an apron in this area in front of the three old hangars.

50X1 46. GRAVEL ROAD, three to four meters wide [redacted]

50X1

### III. BASIC AIRFIELD INFORMATION:

1. Name - Bucharest/Otopeni

a. Alternate name; Otopeni

b. Country; Rumania

c. Coordinates:  $\angle$ N 44-34, E 26-057

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## 2. Location:

- a. Airfield is located on the east side of the highway from Bucharest to Ploesti, exactly opposite the 16 kilometer milestone marker north of Bucharest. It is approximately one kilometer north of the village of Otopeni de Sus.
- b. The forests, Points 19 and 25, are visible landmarks, as are the farm properties lining the west and east sides of the highway, Point 6, between the 15th and 18th kilometer milestones. [redacted] the six-story building, Point 36, Encl. 2, was the most prominent landmark in the vicinity of the airfield. 50X1

## 3. Dimensions:

Bucharest/Otopeni was rectangular in shape, measured approximately four kilometers west to east and two kilometers north to south. [redacted] not believe that it is extensible, due to its proximity to the highway on the west side, the forest to the east, the marshland to the north, and village of Otopeni to the south. 50X1

## 4. Runways and Surface;

- a. One concrete runway, see Point 37, Encl. 2. [redacted] there was not a second runway at this airfield. He never observed aircraft taking off or landing in a north-south direction. [redacted] disclaims the possibility of a second runway at Otopeni. 50X1 50X1
- b. [redacted] no perimeter tracks or taxiways, although [redacted] they probably existed. Aprons - see Points 38 and 45, Encl. 2. 50X1
- c. The airfield, beside the concrete runway, had a grass surface. The southeast portion of the airfield was slightly lower than the west side. The most eastern extreme of the airfield seemed slightly more elevated than the western extreme.
- d. Soil in this area is good arable land. [redacted] natural drainage on airfield was satisfactory. No information about artificial drainage. 50X1
- e. No information on altitude of airfield.

## 5. Construction and Improvement: No further information other than covered under Billets, Points 33 and 34, Encl. 2.

## 6. Obstructions:

- a. No hills, power lines, or chimneys observed. Along the highway, bordering the west perimeter, were telephone poles five to six meters high.
- b. [redacted] the buildings on the airfield were the major obstructions in the area.
- c. Forest (Point 19, Encl. 2), two to four kilometers north of airfield, was composed of trees approximately 10 m. high. Forest (Point 25, Encl. 2) bordered the east boundary of the airfield and was composed of willow trees approximately 10 m. high.

## 7. Technical Facilities:

- a. Radio station and mast were observed at Point 2, Encl. 2.
- b. Telephone and telegraph circuits available through line which ran along highway.

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c. [redacted] no information regarding weather reporting or observation facilities at the airfield. [redacted] meteorological reports were received from the Bucharest/Baneasa commercial airfield /N 44-31, E 26-057, where the main Rumanian Meteorological Station was located.

d. [redacted] the airfield generated its own electricity, since the power lines from Bucharest extended only as far as Otopeni de Sus village. No power lines leading to the airfield were observed. Properties north of Otopeni village generated electricity with gasoline engines.

e. [redacted] flare-type signals (some white, some green) which rose from a point near the billets, Point 33 and 34, Encl. 2.

f. No information on aircraft capacity or repair facilities.

## 8. Supply:

a. Fuel - no information.

b. A water main led to the general area of the airfield. [redacted] property [redacted] had running water from a conduit. [redacted] the water was supplied from Bucharest.

c. No information regarding weapons and ammunition.

9. Buildings: See site layout.

## 10. Transportation Facilities:

a. National highway, Bucharest to Ploesti (Point 6), led past the west edge of the airfield. There was hourly bus service to and from Bucharest.

b. The Bucharest-Urziceni-Braila double-track railroad, two kilometers north of the airfield, was connected to the airfield through the branch line, Point 23, Encl. 2.

## 11. Administration and Personnel:

a. The field was under administration of the SAF. [redacted] Soviet Air Force personnel in or near the close vicinity of this airfield. [redacted] not know the names of any of the Soviet personnel at the airfield.

b. [redacted] more officers than enlisted men at this base.

c. [redacted] Soviet officers wearing two types of uniforms:

(1) OD, double-breasted uniform coat, OD trousers with blue stripe at seam; shoulder boards had light blue background. Caps with light blue band.

(2) OD tunic, light blue shoulder boards and OD breeches with blue stripe along seam. Light blue cap bands.

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50X1 d. Flying Activity: During the winter of 1952-1953 [redacted] 50X1  
[redacted] jet aircraft in the air, [redacted] 50X1  
they did not fly every day. The winter of 1952-1953 was very  
mild and little snow fell in the vicinity of Otopeni. [redacted]  
heard jet aircraft flying at night, but cannot specify how  
frequently. During daylight hours, particularly during  
early spring and summer of 1953, [redacted] observed at 50X1  
least three to four MIG-15's in the air in the vicinity of  
the airfield. There was left-hand traffic, landing and  
take-off west to east. [redacted] the jet air- 50X1  
craft, when making approaches to the runway, crossed over  
the highway, Point 6, at an altitude of 20 to 30 m. and  
touched down approximately 700 m. east of the highway. On  
several occasions, possibly three or four, [redacted] gun 50X1  
fire which [redacted] was taking place in the air. The  
firing, which came in a series of three shots, sounded  
like light cannon rather than machine gun fire. [redacted] 50X1  
[redacted] No further  
information.

e. Training School: See Point 36, Site Layout.

12. Meteorological Factors: Prevailing winds were northwest and  
northeast. Weather was generally mild. During the winter and  
spring strong northeast winds occurred about twice per month.

13. Defense Installations and Practices:

- a. No AAA observed on or in the vicinity of the airfield.
- b. No radar observed. (Note: [redacted] radar on 50X1  
western ships in Mediterranean ports).
- c. No camouflage observed.
- d. No information about air raid shelters. [redacted] at no time 50X1  
heard sound of sirens from the airfield.

14. Aircraft Strength:

- a. [redacted] 50X1  
the aircraft on this airfield as the MIG-15 and the YAK-16  
twin-engine transport. [redacted] the jet as a 50X1  
swept-back-wing aircraft, with swept-back vertical fin  
which seemed to extend beyond the rear of the fuselage. [redacted] 50X1  
[redacted] the landing gear on the jet-type aircraft was  
conventional retractable type. [redacted] it was not 50X1  
tricycle type gear. [redacted] 50X1  
[redacted] 50X1  
the jets at Otopeni had swept-back wings and also con-  
ventional landing gear. [redacted] fly over the 50X1  
highway in landing approaches. When parked the jets did not  
have the fuselage parallel to the ground, but sat with the  
nose higher than the tail. The twin-engine transport also  
had conventional landing gear. [redacted] 50X1  
[redacted]

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Strength observed October 1953:

30 - 40 jets, possibly MIG-15's.

10 - 15 YAK-16 conventional engine transports.

[redacted] the same number and proportion of aircraft on the airfield. At no time [redacted] a change in the strength.

50X1

- b. Markings of the jet aircraft at Otopeni airfield: The jet aircraft [redacted] were silver, had a red stripe around the air in-take at the nose, red-tipped wings, and a red border on the top and trailing edge of the vertical stabilizer. [redacted]

50X1

15. Additional Information:

- a. [redacted] peasants [redacted] complained that their land might be requisitioned for the construction of a new airfield near Balotesti N 44-30, E 26-07. [redacted] no information leading to the belief that a new airfield was going to be constructed.

50X1

- b. [redacted] no patrols inside the airfield area. Occasionally [redacted] three to five Soviet patrols on the main highway, Point 6, who checked the identification and passes of Soviet airmen waiting for the Bucharest bus.
- c. [redacted] many of the Soviet officers' wives were employed at the airfield since he observed them going to and from the airfield with, presumably, their husbands.

Enclosures:

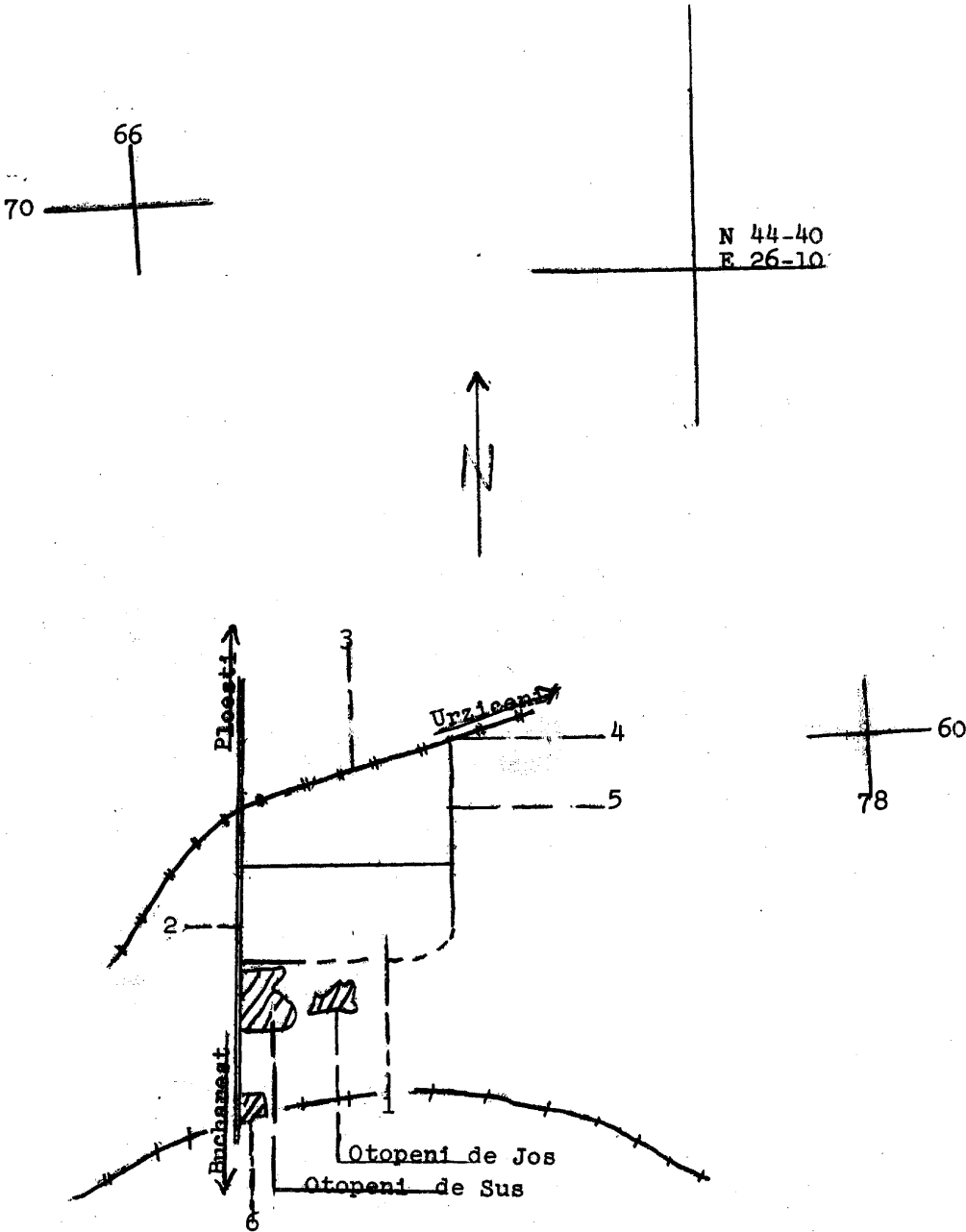
1. Overlay of [redacted] "PLOESTI", Pinpoint location of Bucharest/Otopeni Airfield.
2. Memory Sketch of Bucharest/Otopeni Airfield N 44-34, E 26-05.
3. Memory Sketch of Storage Bunker at Bucharest/Otopeni Airfield.

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Enclosure 1: Overlay of  
"PLOESTI"; Pinpoint location of Bucharest/Otopeni  
Airfield.



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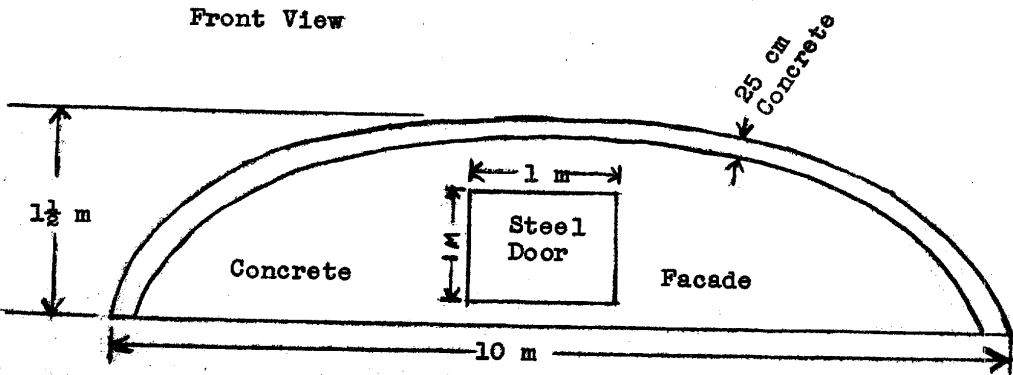
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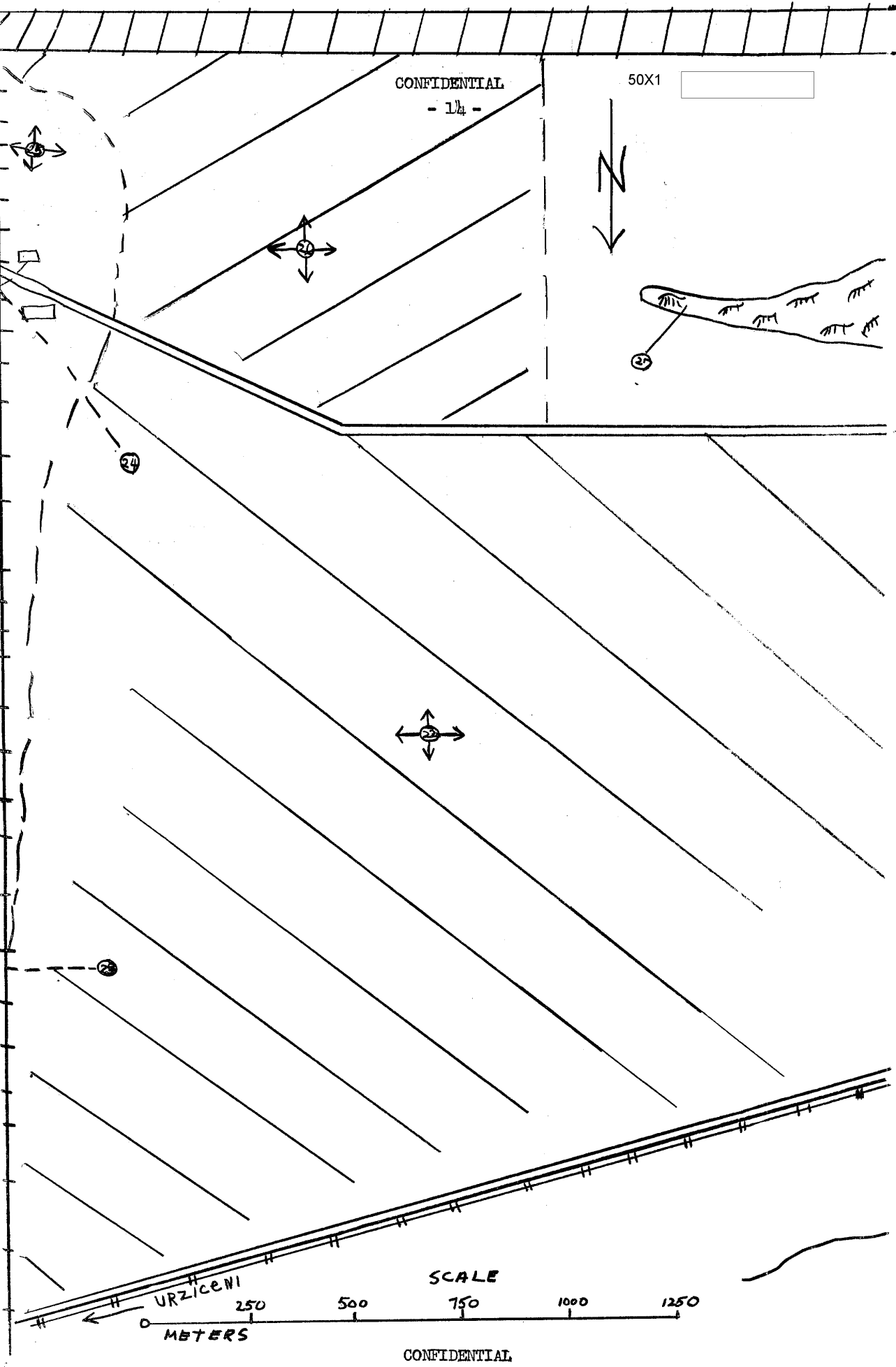
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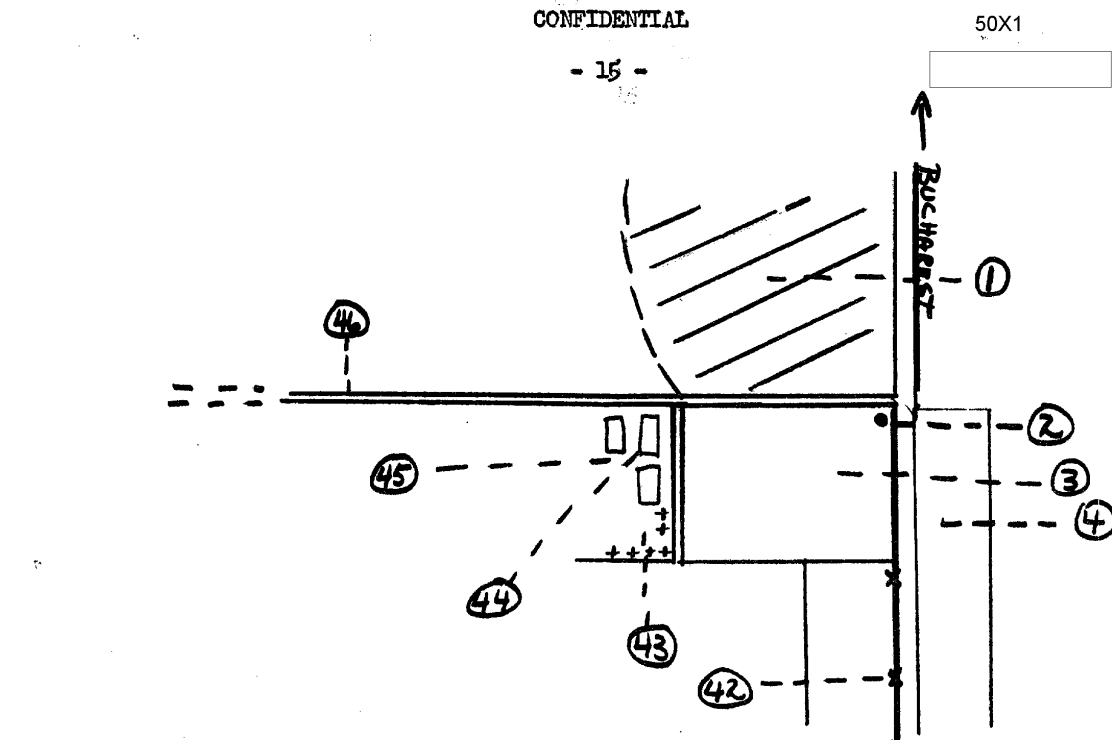
Enclosure # 3:  Sketch of Storage Bunker at Bucharest/Otopeni Airfield



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sketch of Bucharest/Otopeni Airfield (4434N - 2605E)

Pages 13, 14 and 15 form the sketch.